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Syndicalism. By EARL C. FORD and WILLIAM Z. FOSTER. Chicago: William Z. Foster, 1912. 12 mo, pp. 47. 10 cents.

Recently another "ism" imported from French soil has taken root in this country. Whether this new party, the Syndicalist League of North America, will thrive in our unfavorable, common-sense atmosphere is highly doubtful. The authors of this pamphlet set forth their revolutionary program of the ruthless overthrow of capitalism. Unlike anarchism, syndicalism is a doctrine of action, not of thought. Unlike socialism, it seeks to attain its goal by rapid measures such as *sabotage* and strikes rather than through political machinery. The puerile utopia toward which syndicalism tends, when shop organizations will supersede capitalism in the control of industry, will scarcely appeal to the matter-of-fact American workman. It is amusing to read that the tactics of American labor unions, such as are intended to obtain "a fair day's pay for a fair day's work," to harmonize the interests of labor and capital, to provide sick and death benefits, etc., are the "laughing-stock of revolutionists the world over." Exceedingly interesting is the psychological strategy of the "militant minority" which is here analyzed. That a handful of agitators can often incite a conservative body to militancy and revolution is all too true.

The Kentucky Mountains: Transportation and Commerce, 1750 to 1911. By MARY VERKOEFF. Filson Club Publications, Number 26, Vol. I. Louisville: J. P. Morton & Co., 1911. 4to, pp. xiii+208.

This "study in the economic history of a coal field" reveals the historical and other data of a section of the country regarded usually as a wall excluding the state from eastern communication.

The first part deals with the extent, boundaries, natural features, and population of the region. The second part treats of the development of transportation: it points out that in recent years the region has been entering on a new era of economic and social development; that much progress has been made in the building of mountain roads; and that the building of railroads is leading to the development of an extensive coal field of 1,200 square miles. The volume is well printed on quarto pages with a most liberal margin, and includes a number of maps and illustrations. An appendix contains tables of population, areas, manufacture, etc., and a mountain sermon and a mountain ballad are added to make up what are called "other data."

The Factory. By JONATHAN THAYER LINCOLN. Boston: Houghton Mifflin Co., 1912. 8vo, pp. xiv+109. \$1.00 net.

Using the development of the cotton factory in England as a type, the author attempts to trace the social changes of the last century as phases or expressions of this industrial development. This introduction of the factory